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# INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY



COUNTRY: Hungary

25X1

SUBJECT: Highways in Eastern Hungary / Maintenance plans and methods. / Sketches of cross-sections of various highways

DATE DISTRIBUTED: 12 September 1957

NO. OF PAGES: 3

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SUPPLEMENT TO REPORT #:

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THIS IS UNEVALUATED INFORMATION

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2. The specific plans or actual road construction at Szony, Bekescsaba, and at Kecskemet are as follows:

a. Szony [47 44 N / 18 10 E]

(1) Highway No 1, the primary route between Budapest and Vienna, is a first-class highway and when last observed (mid-1956) was in excellent condition. It is slightly more than six meters in width with two meter width shoulders. There is a one and one-half degree grade from the center crown of the road. The sub-grade of the road itself is composed of compacted earth, or in the case where the ancient Roman road has been utilized, of wooden blocks on end. The lower course has a 25 cm depth of bituminous macadam (gravel and rock varying in size from 10 cm to 15 cm in diameter). The upper course, the surface, has a five cm depth of asphalt. The shoulders were incapable of supporting vehicles during inclement weather. The existing drainage ditches are adequate for all periods of heavy rainfall inasmuch as they have a depth of 50 cm to 120 cm, with a top width of two to four and one-half meters and also a flat bottom of 50 cm. A double track railroad on an eight meter roadbed parallels this highway.

(2) Other highways emanating from the city of Szony were in good condition. [redacted] the plans for a new "utility" macadam road which will run between an oil refinery, Szony Olajipari Vallalat, located two kilometers east of the town and the Danube River. Total length is to be 300 meters, three meters in width with two meter width shoulders. This road is programmed for completion sometime in 1957. This road will be utilized primarily for repair trucks and movement of heavy equipment.

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b. Bekescsaba [46 39 N / 21 05 E]

(1) Highway No 40 (Kecskemet-Bekescsaba) was in excellent condition as of

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 [redacted] 25X1

July 1956. The surface of this particular road was composed of a top layer of concrete 18 cm in depth.

(2) The method employed by the road maintenance crews on this and comparable highways in the area is as follows: Cracks in the concrete are blown clean by compressed air hoses and then filled with asphalt. When a depressed area is noted, as a result of a compacted sub-surface or possibly by heavy vehicular traffic, the maintenance crews drill a hole in the depression and shoot cement (gunite) into the depressed area, until the surface is flush once again.

(3) The main roads leading away from Bekescsaba to the west are in relatively good condition. Highways 40-43 and 437 passed over a railroad (Orient-Express) approximately one and one-half kilometers west of the city. This track is a single line only, however the highway overpass has been lengthened for possible laying of an additional parallel track.

c. Kecskemet [46 54 N / 19 41 E]

(1) Highway No 523 running south from Kecskemet to Kiskunfelegyhaza [46 43 N/ 19 51 E] and Baja [46 10 N / 18 56 E] was initially planned to be a first-class route, but after only 20 kilometers was straightened and improved (1953) the program was dropped. This was due to the increased tension developing between Tito and Stalin.

(2) [redacted] all of the secondary roads in this particular area have been greatly improved [redacted] Increased emphasis was given to changing the third-class roads into all-weather routes. The small villages appeared to be more willing to do their share in cooperating with the national roadbuilding program. 25X1

(3) In this particular area, the first conscientious effort to increase the turn radius of the highways was made. Prior to WWII, numerous roads had turn radii of less than 300 meters. In the reconstruction program, a minimum turn radius was established at 500 meters. The only exception to this is in the case of a highway paralleling a railroad and then crossing it.

3. Practically all the plans formulated have been fulfilled with the exception of Highway No 523 [see paragraph 2c(1) above) near the Yugoslavia border. [redacted] the best all-weather highways in eastern Hungary are as follows: 25X1

a. First Class

(1) Highway No 5 (Budapest-Kecskemet-Szeged). Last observed in July 1956.

(2) Highway No 4 (Budapest-Cegled-Szolnok-Debrecen-Nyiregyhaza. Last observed in 1954. [redacted] this road could have been greatly torn up due to heavy tank traffic at the time of the October 1956 revolution. 25X1

(3) Highway No 3 (Budapest-Hatvan-Miskolc). Last observed in 1954.

b. Second Class

(1) Highway No 40 (Kecskemet-Bekescsaba). Last observed in July 1956.

(2) Highway No 43 (Oroshaza-Bekescsaba). Last observed in 1954

(3) Highway No 52 (Kecskemet-Cegled). Last observed in 1954.

c. Third Class

(1) Highway No 435 (Bekescsaba-Gyula). Last observed in 1955.

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[redacted] 25X1

4. [redacted] the drainage system beneath the roads (culverts) was adequate. These culverts, for the most part, were composed of concrete poured at the site by utilizing steel or wood forms. Pre-cast concrete sections were also used extensively. Minimum depth of the culverts below the surface of the road was 50 cm. They were standardized as to size and were 60 cm, 80 cm, and 120 cm in diameter. Approximately 50 percent of the pre-cast culverts were elliptical in shape for greater load-bearing capability. 25X1

5. [redacted] the rerouting of Highway No 21 between Jobbagyi [47 50 N / 19 41 E] and Passto [47 55 N / 19 42 E]. This rerouting was of possible significance as the direct route between the two towns was in fair condition at the time, and the change necessitated utilization of two bridges across the Zagyva River. The total distance for this diversion was nine kilometers. [redacted] the construction of this obviously duplicated road. [redacted] a projected classified area to be located approximately one kilometer north and one kilometer east of Jobbagyi. 25X1 25X1

[redacted] 25X1

- end -

[redacted] 25X1

No 1 - Reproduced from Magyarorszagi Avtoutak Terkepe 1956 Budapest (Highways 1, 808, 80, 81) (Szony)

No 2 - [redacted] sketch - Cross Section of Budapest-Wein Highway 25X1

No 3 - " " " " " Szekesfehervar-kisber and Kisber-Komarom Highways

No 4 - " " " " " Highway 80

No 5 - " " " " " A, B, C Utak Highways

No 6 - Reproduced from Magyarorszagi Autoutak Terkepe 1956 Budapest (Highways 40, 43, 437, 435) (Bekescsaba)

No 7 - [redacted] sketch - Cross Section of Kecskemet-Bekescsaba 25X1

No 8 - " " " " " Debrecen-Szeged Highway

No 9 - " " " " " Debrecen-Szeged Highway

NO 10- " " " " " Bekescsaba-Gyula Highway

No 11- " " " " " Bekescsaba-Mako Highway

No 12- " " " " " B,C,D,E,F - Utak Highway

No 13- Reproduction from Magyarorszagi Autotak Terkepe 1956 Budapest (Kecskemet)

No 14- [redacted] Sketch - Cross Section of Budapest-Szeged-Orszaghatar Highway 25X1

No 15- " " " " " Cegled-Kecskemet Highway

No 16- " " " " " Kecskemet-Dunafoldvar Highway

No 17- " " " " " Kecskemet Highway

No 18- " " " " " A,B,C,D,E, Utak Highways

No 19- " " " " " Paszto [4755N/1942E] to Jobbagyi [4750N/1941E] "By-pass"

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a-Pro
b-OR
c-Lyl

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SZŐNY


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Page 8 of 25 pages

SZÓNY

X-X (1) BUDAPEST-WIEN

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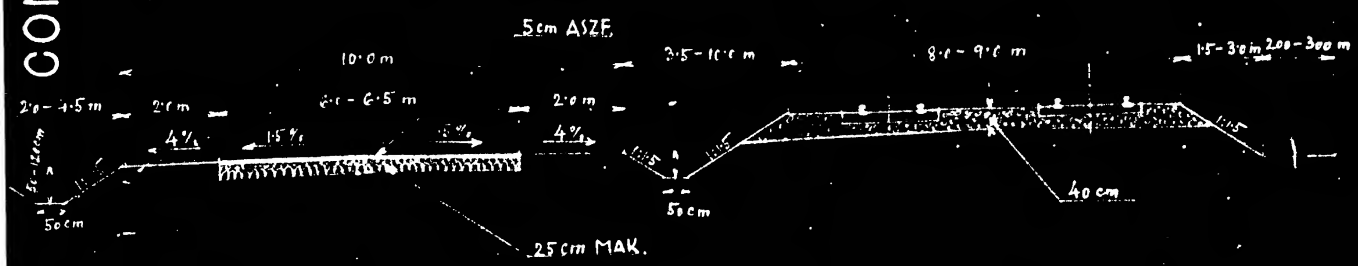




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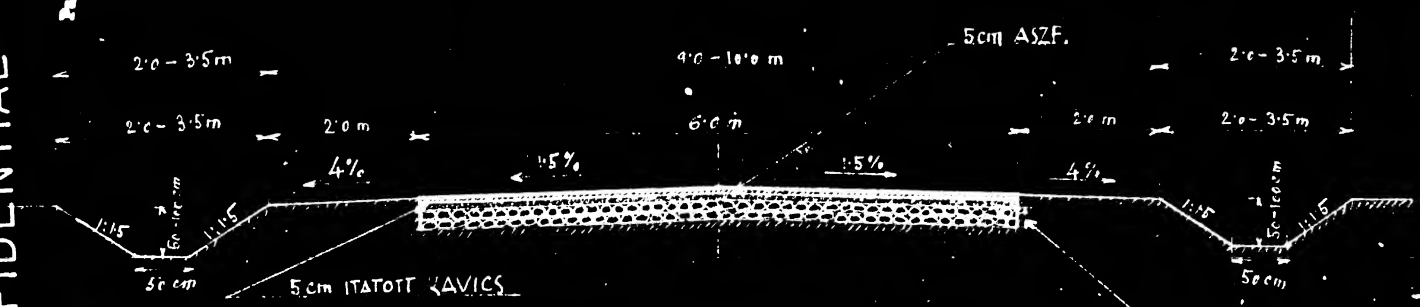
81 SZEKESFEHÉRVÁR – KISBÉR

808 KISBÉR – KOMÁROM

1:50



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Page 10 of 25 pages

80 ZONY

1:50




Figure No. 4 [redacted]
[redacted]
[redacted] Highway Eighty (80)

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SZONY

A, B, C UTAK

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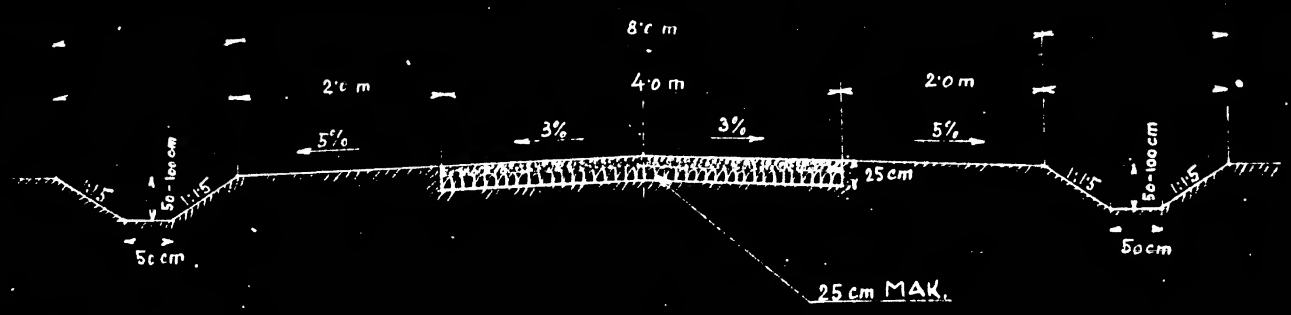


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Page 12 of 26 pages




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Page 13 of 25

(40) KECSKEMET – BEKESCSABA

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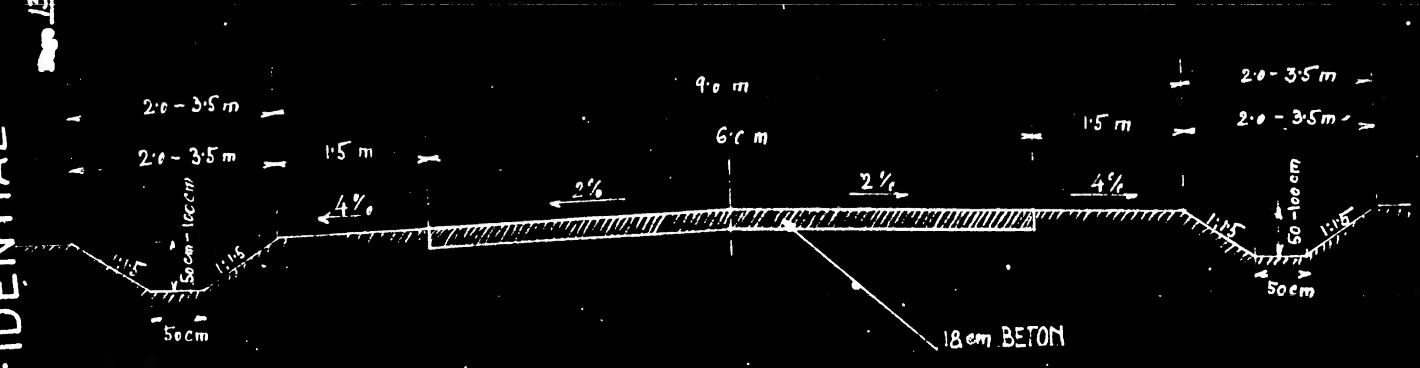


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Page 14 of 25 pages

[43] DEBRECEN – SZEGED

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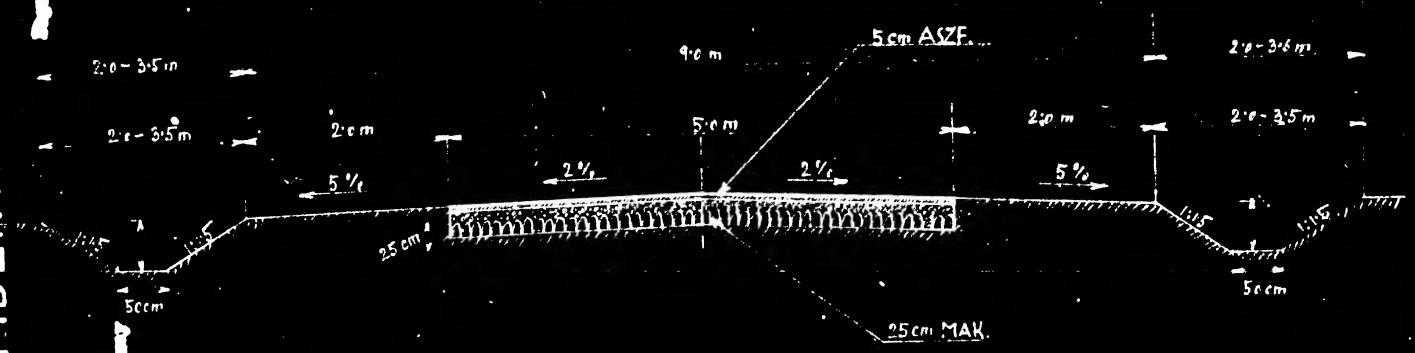


Diagram No. 6 – Dwg. [redacted]

Cross Section of Debrecen-Szeged Highway

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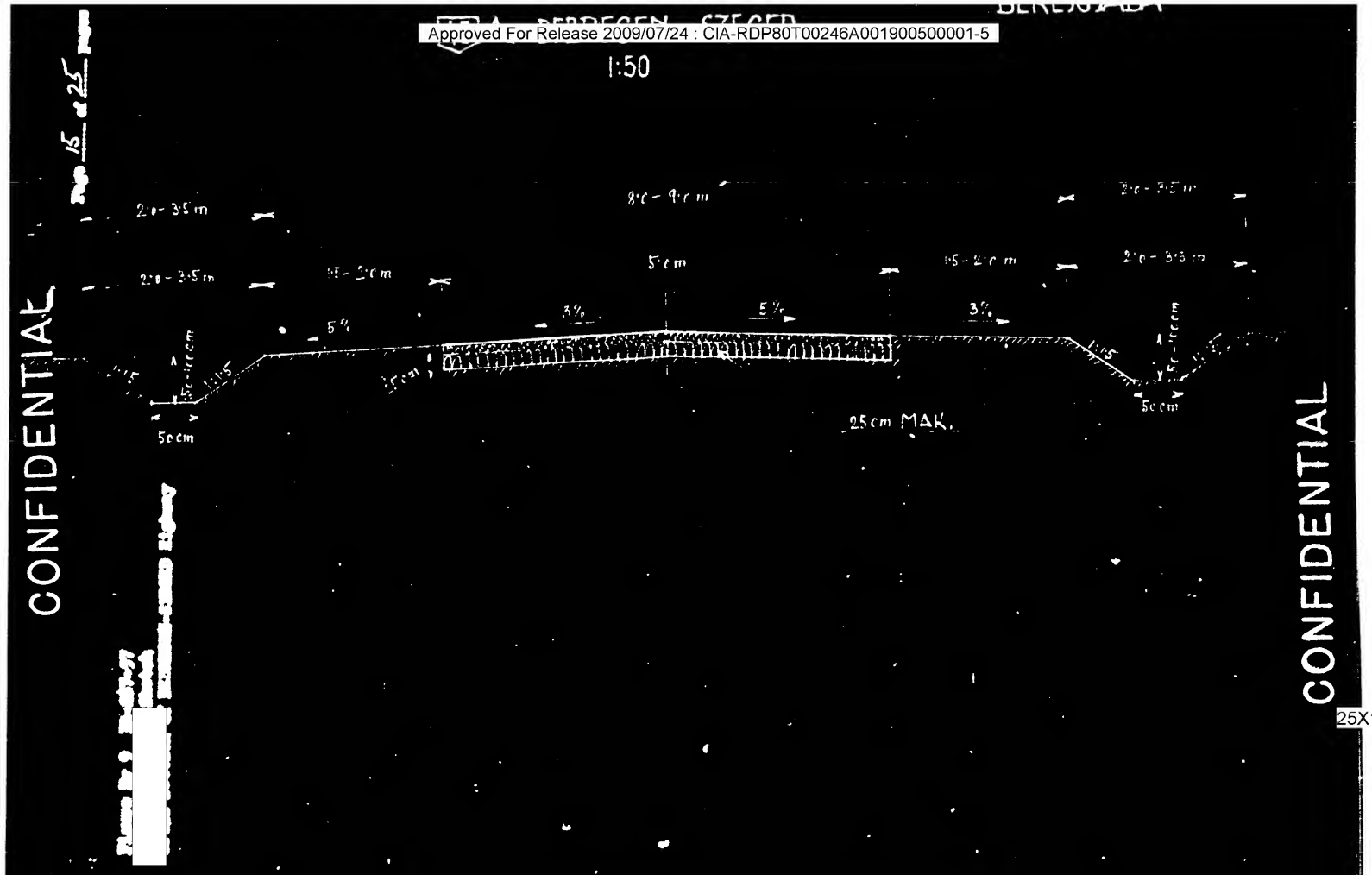




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BERESCSABA

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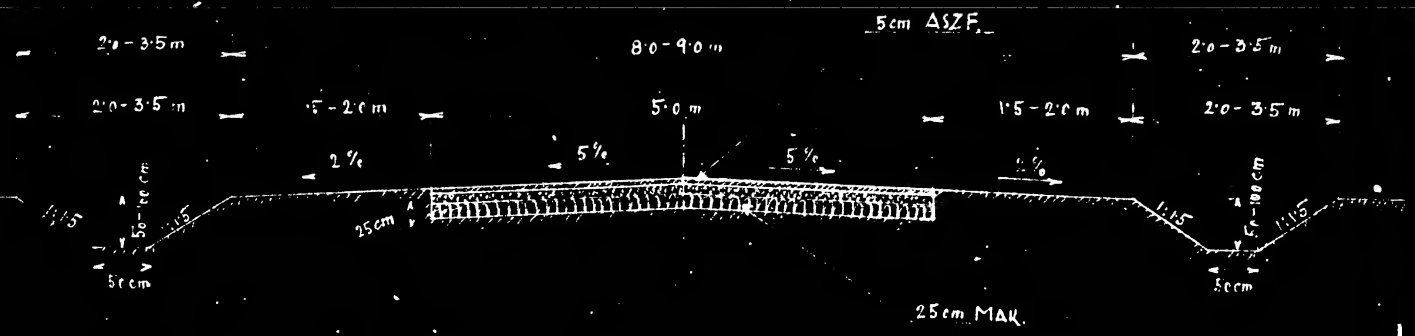


Figure Nr 10 [redacted]
Cross Section of Intercombo-Cycle Highway

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BÉKÉSCSABA

437 BÉKÉSCSABA - MARO

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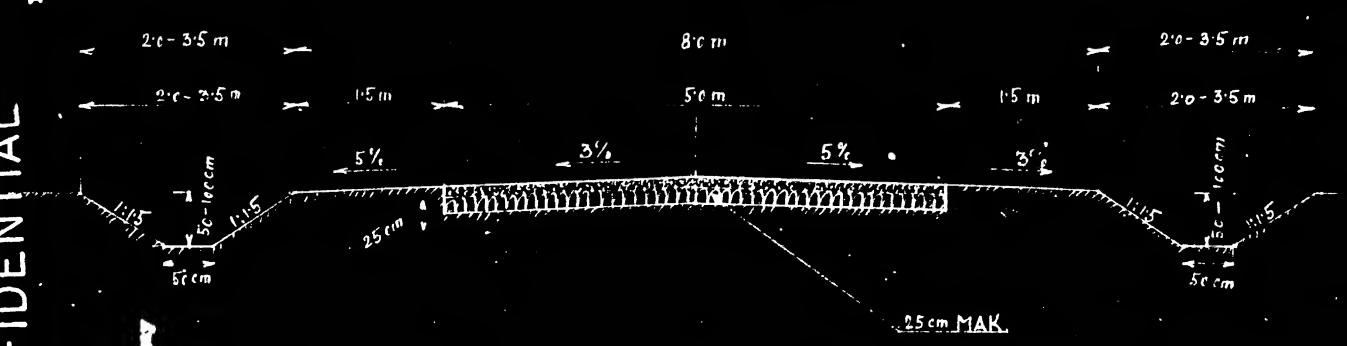


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BÉKÉSCSABA

B,C,D,E,F UTAK

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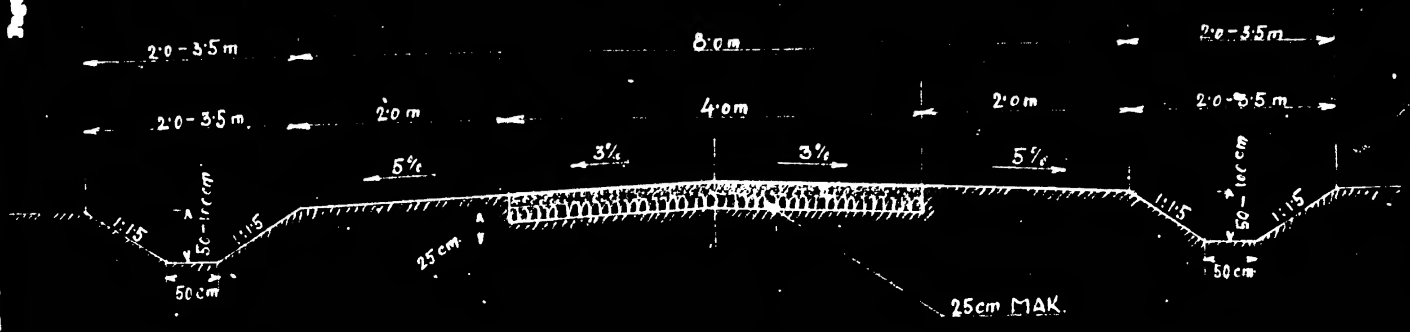


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Figure Nr 13 Ik-267-57
Reproduced from MAGYAROSZAGI
ATLOSZTAK TERKEPE
1956 Budapest

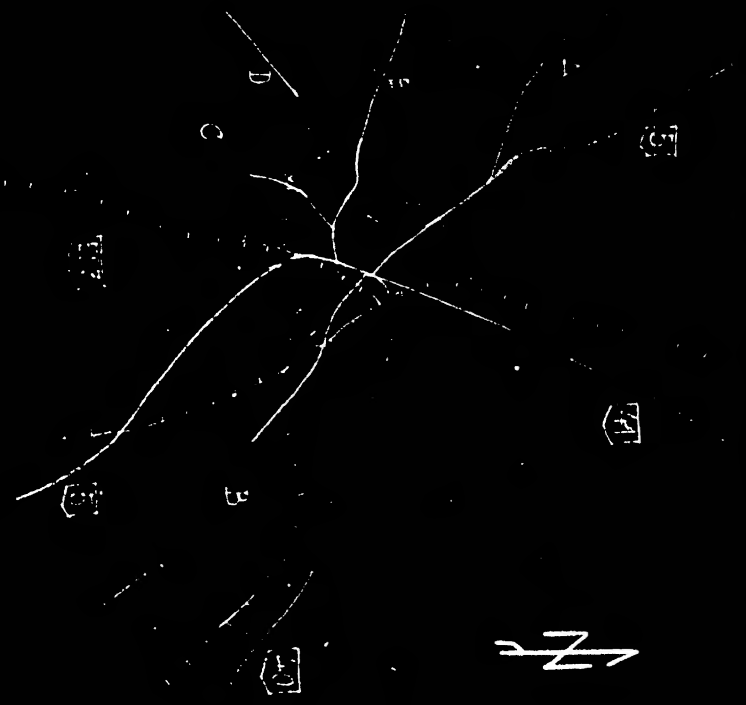

Figure Nr 14, D-397-57
[redacted] Detail
Cross Section of Sub-grade at Kecskemet-Szolnok Highway



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KECSKEMET

41 GEGLERD-KECSKEMET

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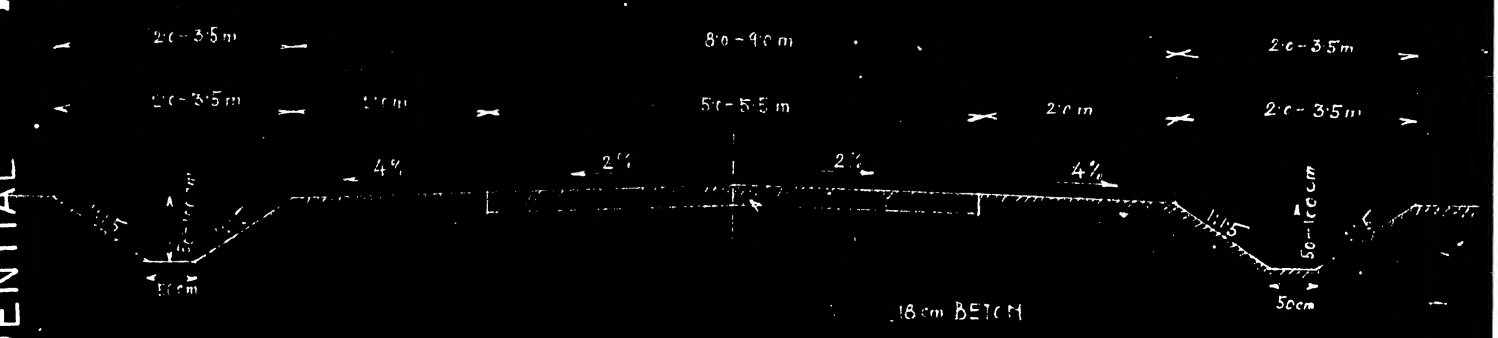


Figure No. 15 [redacted]

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KECSKEMÉT

52 KECSKEMÉT-DUNAFÖLDVÁR

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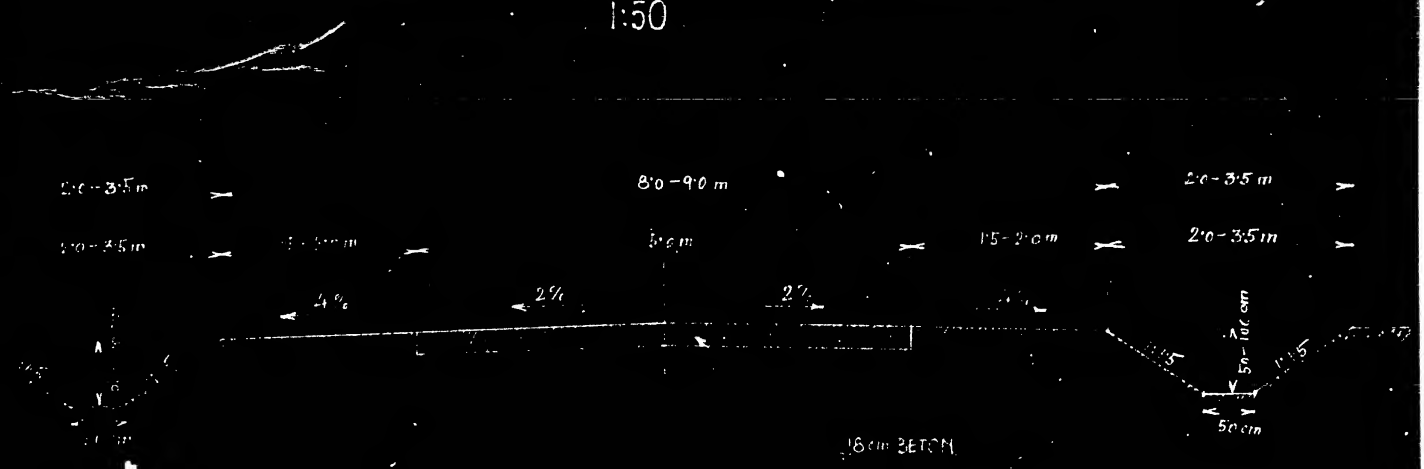


Figure No 16 [redacted]
Road Profiles of Kecskemét-Dunaföldvár Highway

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KECSKEMÉT

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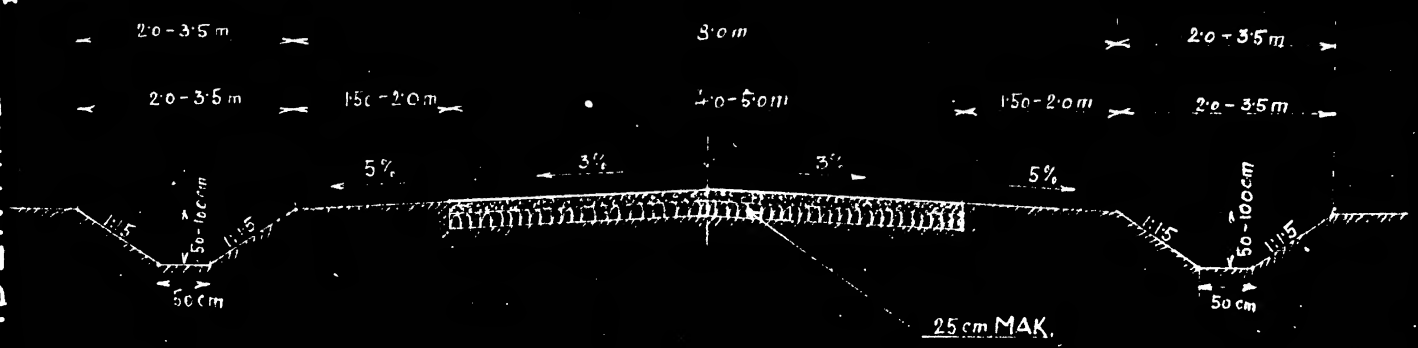


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KECSKEMET

A,B,C,D,E UTAK (Highways)

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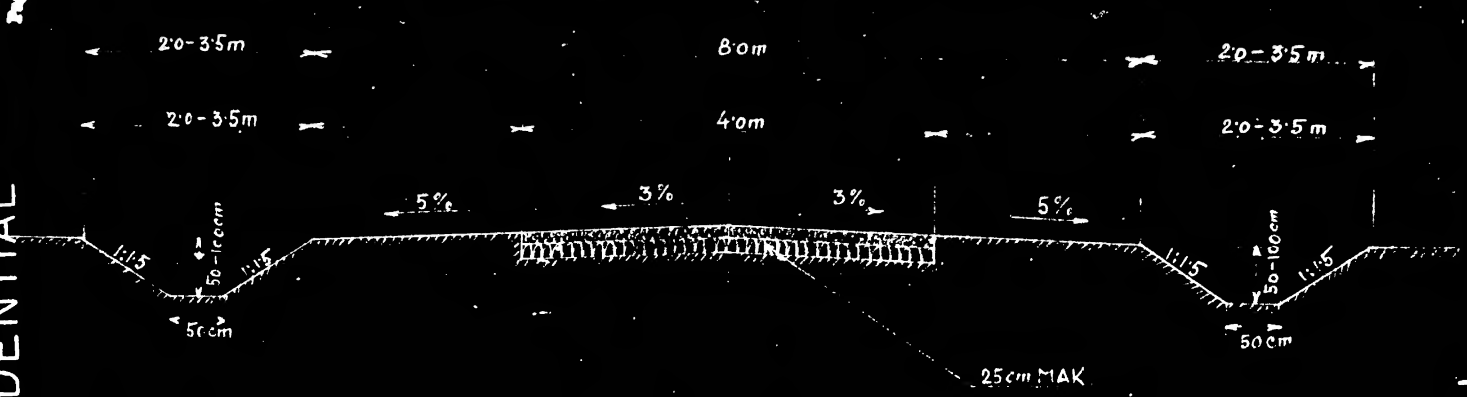


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Figure No 18 [redacted]

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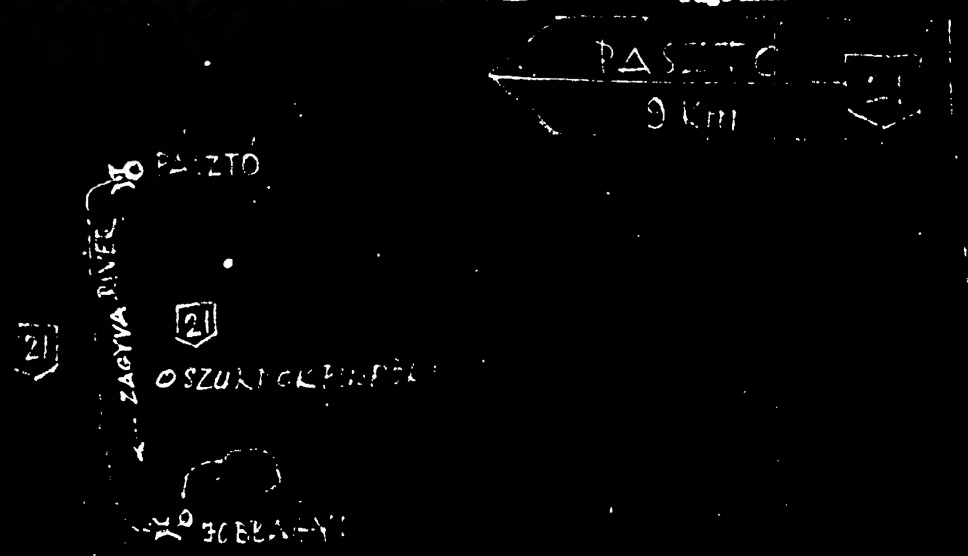


Figure Nr 29 Ik-257-57
[redacted] 8 Inch
PASZTO (47595-19432)
to JOBBAGYI (47585-19432) "By-pass"


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